

GREAT LAKES PILOTAGE AUTHORITY LTD.

ADMINISTRATION DE PILOTAGE DES GRANDS LACS LTÉE

PILOT'S REPORT OF SHIPPING CASUALTY
RAPPORT DU PILOTE SINISTRE MARITIME

		For use of pilotage office only - À l'usage du bureau de pilotage	
		PILOTAGE DISTRICT - CIRCONSCRIPTION DE PILOTAGE	REPORT NO. - RAPPORT NO.
RECEIVED BY - REÇU PAR		DATE RECEIVED - DATE DE RÉCEPTION	
NAME OF VESSEL - NOM DU NAVIRE "SIDSEL KNUUTSEN"		TYPE Tanker	CALL SIGN - INDICATIF D'APPEL LASM4
PORT OF REGISTRY - PORT D'INSCRIPTION Haugesund, Norway		GROSS TONNAGE - TAUX D'IMPÔT 15,806	EMERGED DEPTH - PROFONDEUR DU NAVIRE 14.8 METRES
DISPLACEMENT - TIRANT D'AVANT 70.0 METRES	DISPLACEMENT - TIRANT ARRIÈRE 72.0 METRES	LENGTH - LONGUEUR 162.5 METRES	BREADTH - LARGEUR 23.0 METRES
MASTER OF VESSEL - NOM DU CAPTAINAGE Jan Holthe		NAME OF PILOT - NOM DU PILOTE Robert Hull	
WITNESS - TÉMoin Wilfredo Goc Ong, 3 rd officer Samia Shipping		WITNESS - Témoin Evelix B. Le Afis, O.S.	
PLACE OF CASUALTY - LIEU D'EMBARRASSEMENT Lock 7		DESTINATION Samia	DATE 2001/10/21 LOCAL TIME - HEURE LOCALE 23:15
LOCATION OF CASUALTY - LIEU DU SINISTRE Detroit River		CHART NO. - CARTE N° 14848 (U.S.)	DATE 2001/10/23 LOCAL TIME - HEURE LOCALE 07:00

PILOT'S MARRAIGE

This should begin with a statement of the nature of the casualty or suspected casualty i.e., collision, grounding, touching channel bank, striking quay etc. and should include where applicable - weather conditions, visibility, whether raining, snowing etc, wind force and direction, state of tide, current if any, what navigational equipment was in use or was imperative, whistle signals given and/or heard, course and speed of own ship and estimated course and speed of any other vessels involved. A sketch should be included where it will assist in describing the circumstances.

NARRATION DU PILOTE

Cette narration doit commencer par une déclaration au sujet de la nature du sinistre ou du présumé sinistre, c'est-à-dire, collision, échouement, collision avec le berge du chenal, avec le quai, etc., et doit comprendre (ou il y a lieu) les conditions météorologiques, la visibilité, la pluie, la neige, etc., (s'il en est), la vitesse et la direction du vent, l'état de la merde, le courant, s'il en est, l'équipement de navigation utilisé ou installé, les signaux de sirène donnés ou entendus, la route et la vitesse de son propre navire et la route et la vitesse estimées de tout autre navire en cause, inclure, au besoin, un dessin pour aider à décrire les circonstances.

The "Sidsel Knutsen" was upbound on the Detroit River. I had communicated our ETA to the J.W. Westcott pilot station where we were to change pilots at 07:15 hours. Our upbound river speed had been consistently between 8.8 and 9.2 knots, as verified by the vessel's DGPS. We were on a course of 023° abeam of Zug Island shortly before 07:00 hours. Winds were south-westerly and strong. Visibility was unrestricted.

I was accompanied on the bridge by the master, the officer of the watch and an AB. I gave the control of the vessel to the master to allow me to go to the designated pilots' cabin one deck below to place my baggage outside the door for the crew members in preparation for disembarking. Upon returning to the bridge less than 2 minutes later, I heard the officer of the watch on the master's walkie-talkie stating that a pilot boat had flipped over in the water. The engines were on stop. From the port wing, I could see a boat upside down aft of the port side of our vessel at a position approximately below the power lines which cross the river. We had received no information that the pilot change would take place earlier than planned.

We immediately reported the incident to the USCG and Sarnia Traffic, requesting a "PAN" message to muster any available vessel. We turned abeam of Sterling Fuel Dock to return to the site and, using search lights, were able to locate reflective material in the water. The tug "Stormont" was directed to the reflective material and picked up two survivors.

Oct 24 2001

Robert B. Hull

NOTE: Confidential and for the information only of the authority.

REMARQUE: Confidential et pour l'information de l'Administration seulement.